



U.S. Department
of Transportation
Federal Aviation
Administration



Airports Division
Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

August 28, 2007

Mr. David McCraney
Port of Seattle
Environmental Review and Permitting
P.O. Box 1209
Seattle, WA 98111

Dear Mr. McCraney:

Final Environmental Assessment (FEA)
Comprehensive Development Plan-Seattle-Tacoma International Airport
Seattle, Washington

This is to advise you that we have completed our review of the FEA for the aforementioned document.

Enclosed is signed a copy of the *Finding of No Significant Impact (FONSI)*. Please announce in a local newspaper of general circulation at least once and as soon as practical, the availability of the FONSI and the FEA for a 10-day informational review period. The announcement should identify the report, summarize the proposed action, indicate the length of the review period, and the locations where copies are available. The locations should be of general public access such as a public library, your office, and our office.

Fulfillment of these requirements will complete the environmental processing of the development included in the FONSI. We will need a copy of the announcement for our records, and evidence of the wetland fill permit. I would like to thank you and your staff for all of your efforts on this project.

If you have any questions, please call me at (425) 227-2653.

Sincerely,

Cayla D. Morgan
Environmental Protection Specialist
Seattle Airports District Office

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Finding of No Significant Impact

Airport Name and Location

Seattle-Tacoma International Airport
Seattle, Washington

Background

The existing passenger terminal at Seattle-Tacoma International Airport is 30-years old and cannot meet the region's growing air transportation needs without modernization and expansion. Previous plans recommended the construction of a second terminal, despite enormous financial, land use, road and passenger inconveniences.

The Port of Seattle, as the owner and operator of the airport, has conducted several terminal and landside planning efforts to find a less costly and more convenient alternative that also addresses the changes in the aviation industry following the completion of the Master Plan Update in 1997. These changes include the increased security requirements following the terrorist events of 9/11, the financial crisis experienced by many of the commercial airlines, passenger travel characteristics, and aircraft needs.

The Comprehensive Development Plan (CDP) embodies the terminal and landside planning efforts undertaken by the Port of Seattle. The CDP is a one-terminal solution that rearranges and expands existing facilities to optimize operational capacity and achieve an efficient balance between the major elements of the Airport. The one-terminal solution represents a significant improvement over previous airport expansion plans for the following reasons:

- Results in significant cost savings
- Allows development in response to fast-changing industry conditions
- Reduces new construction impacts, for better environmental stewardship
- Improves ease of use for both passengers and airlines
- Supports goals of sustainability by maximizing use of an existing facility

The CDP evaluated the terminal/landside development program to address the forecast capacity of 550,000 annual operations or 45 million annual passengers. The plan provides roadway, terminal, cargo, and supporting facilities at Sea-Tac for a three runway system. The total plan includes 61 projects organized into near and long term. The near-term projects are anticipated to be under construction by 2010. The long-term projects will be completed by 2024.

Proposed Federal Actions

The proposed federal action is the Federal Aviation Administration's unconditional approval of near-term projects which are depicted on Figure ES-1 in the Final Environmental Assessment and are listed below:

- Project A1 – Fire Department Training Area
- Project A2 – Aircraft Remain Over Night (RON) Parking – United States Postal Service Airmail Center Site
- Project A3 – Taxiway P and Q Improvements
- Project A4 – Taxiway J and H Improvements
- Project A6 – Aircraft Remain Over Night (RON) Parking – Air Cargo IV Site
- Project A22 – Port of Seattle Consolidated Maintenance Facility
- Project A29 – Port of Seattle Consolidated Airport Warehouse Facility
- Project C1 – North Freight Cargo Complex Bridge
- Project C2 – North Freight Cargo Complex (L-Shaped Parcel)
- Project L1 – South Employee Parking Lot – Phase I
- Project L4 – South 160th Street Ground Transportation Taxi Holding Lot
- Project L5 – Upper Terminal Drive Widening and Exit Ramp

Environmental Impact and Reasons for Finding of No Significant Impact

The analysis of environmental impacts is described in the Final Environmental Assessment (FEA), dated August, 2007. No significant impact on the quality of the environment was found resulting from the near-term projects.

Evidence of coordination with the appropriate Federal, state, and local agencies is included in the FEA. All National Environmental Policy Act (NEPA) impact categories were evaluated in the FEA; however, considerable analysis was undertaken for wetlands, endangered species, air and water quality, surface traffic, and noise. The analyses for these are summarized below.

Wetlands

The near-term projects will not affect any wetlands, but will affect approximately 590-square feet of three ditches potentially regulated by the Corps of Engineers. Prior to implementation of any project with the potential to impact one of these ditches, consultation with the Corps of Engineers will need to be undertaken and the appropriate permits obtained. Wetland analysis can be found in Section 5.8 and Appendix L of the FEA.

Endangered Species and Essential Fish Habitat

A Biological Assessment was prepared for potential project impacts on threatened and endangered species and essential fish habitat in the study area. Consultation was completed in accordance with Section 7(a)(2) of the ESA and its implementing regulations, 50 CFR Part 402, and Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act.

The impacts associated with the near-term CDP projects on endangered and threatened species are listed below.

Bald Eagle – May Affect, Not Likely To Adversely Affect

Marbled Murrelet – May Affect, Not Likely To Adversely Affect

Coastal Puget Sound Bull Trout and Critical Habitat – May Affect, Not Likely To Adversely Affect

Southern Resident Killer Whale – No Effect

Stellar Sea Lion – No Effect

Puget Sound Chinook and Critical Habitat – May Affect, Not Likely To Adversely Affect

Puget Sound Steelhead – May Affect, Not Likely To Adversely Affect

The proposed action includes habitats which have been designated as EFH for various life stages of Chinook, Puget Sound pink, and Coho salmon. Chinook and pink salmon have not been documented in Miller, Walker and Des Moines Creeks but could enter Gilliam Creek during the high flows. Coho salmon may be present in the lower reaches of all creeks. Juvenile Chinook, pink, and coho likely use the nearshore marine areas for foraging and migration. No project related direct or indirect effects are expected to adversely affect EFH for the Coastal Pelagic and West Coast groundfish species. The conservation measures included for ESA-listed species were found adequate to avoid, minimize, or otherwise offset potential adverse effects to designated EFH.

Complete analysis of this impact category can be found in Section 5.7 and Appendix K of the FEA.

Air Quality

Air Quality analysis was conducted in accordance with state and federal requirements. The airport is located within the Puget Sound attainment/maintenance region for carbon monoxide (CO). Both operational and construction emissions were evaluated. The operational emissions included aircraft operations, ground support equipment activity, stationary sources, roadway and parking activity. No substantial emissions differences are expected between the No Action alternative and the near-term CDP projects because the quantity of air emissions generated by an airport is dependent on the number of passengers and aircraft. Implementation of the near-term projects will not affect the volume of aircraft activity at the airport or the pattern of aircraft flights in the surrounding area.

Construction of the near-term projects is expected to occur over the period of 2007 to 2010 and would involve activities such as demolition, grading, excavation, paving, and construction of buildings. Construction emissions were calculated for each year, based on current assumptions regarding when each project would begin and end construction. To estimate the worst daily emissions, emissions from construction phases that would be conducted partially or entirely within the same time period were combined. Preliminary construction phasing plans indicate that 2009 would be the peak construction year for the proposed near-term projects. Summaries of maximum annual emissions from construction equipment, exhaust, workers' commutes, and fugitive dust were calculated. The emissions of CO are below the general conformity de-minimis thresholds during the peak construction year. Therefore, a formal draft conformity determination is not required.

A project-level transportation conformity analysis was performed. This evaluation demonstrated that the near-term projects would not cause a new violation or increase the frequency of an existing violation of the ambient air quality standards for CO. Although the CDP is not a surface road improvement project and thus is not included in the Regional Transportation Plan or the Transportation Improvement Plan, the projects are consistent with the transportation conformity requirements. Complete air quality analysis can be found in Section 5.5 and Appendix I of the FEA.

Water Quality

Construction of the near-term projects would result in an additional 37 acres of impervious surface compared to the no action alternative. The water quality analysis in the FEA evaluated water quality as it relates to stormwater detention and treatment of project runoff, impacts on stream flows, and groundwater impacts. The criterion for a significant impact was whether any one of the following consequences resulted from the near-term projects:

- Leads to a violation of water quality or drinking water standard
- Results in a substantial reduction in the suitability or availability of water for a state-designated use
- Causes a groundwater drawdown that substantially reduces the water supply from a well
- Causes direct fish mortality
- Damages a stream channel or results in/exacerbates conditions that limit fish populations or habitat
- Threatens or damages a unique hydrologic feature of the area

None of the significance criteria outlined above would be triggered by the CDP near-term projects. The airport's stormwater treatment requirements are protective of the water quality of the receiving streams. No substantial degradation of existing stream water quality is expected, nor are any of the projects likely to increase the frequency of water quality standard violations. The stormwater detention provided by the project would protect against increases in high, potentially damaging flows in the streams. There would be no substantial reduction in the availability of surface water or groundwater. Source controls and other protective measures would be implemented to protect the quality of surface water and groundwater, particularly in areas within or adjacent to a wellhead protection area. Water quality analysis and coordination with the Department of Ecology can be found in Section 5.6 and Appendix J of the FEA.

Surface Transportation

The evaluation of near-term projects found that changes in the Level of Service (LOS) would occur on the freeway and surface roadway systems, but these impacts would not be significant under accepted local and state standards. The North Freight Cargo Complex would result in a LOS decrease from C to E at the SR 518 off-ramps and South 154th Street by 2024. Operations at the South 154th Street intersection as the eastbound SR 518 off-ramp would be maintained at the standard (LOS D) or better during 2024 p.m. peak hour by adding a westbound through lane on South 154th Street that would extend to become a right-turn-only lane at 24th Avenue South or by signaling the ramp terminal intersection. Rather than constructing this improvement in future, it will be constructed with the project, as

required for concurrency with the Growth Management Act. Surface Transportation analysis can be found in Section 5.4 and Appendix H of the FEA.

Noise

The implementation of the near-term CDP projects will not affect the volume of aircraft activity at Sea-Tac airport or the pattern of aircraft flights in the surrounding area compared with the No Action alternative. Noise analysis and contours developed for the near-term projects can be found in Section 5.2 and Appendix E of the FEA.


The mitigation measures approved in the Record of Approval for the 2002 Part 150 Study Update will continue to be implemented independent of the CDP.

Public Involvement

Two scoping meetings were held on August 25, 2006, one with agencies and one with the public. An open house and a State Environmental Policy Act public hearing was held on April 26, 2007. The Draft EA (DEA) was released for public and agency review on April 12, 2007. The City of Sea-Tac requested a 14-day extension to the comment period which was granted. Copies of the DEA were available at the Airport Office and at Pier 69, as well as 11 public libraries and on the Port of Seattle website. Appendix A includes all public and agency correspondence.

Environmental Finding and Approval

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal actions are consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2) (c) of NEPA.

for 

J. Wade Bryant, Manager
Seattle Airports District Office

August 27, 2007

Date